



Executive Summary

connecting
REDMOND

Transportation Master Plan

Introduction

Contents of this Chapter

This chapter provides a brief, policy-oriented summary of the Transportation Master Plan.

Topics discussed include:

- ✓ Council Priorities
- ✓ Community Advice and Comment
- ✓ Long Range Needs and 2022 Realities
- ✓ Concurrency Management System
- ✓ Integrated Multimodal Plan
- ✓ Regional Transportation
- ✓ Action Orientation
- ✓ Performance Monitoring and Accountability

A draft Transportation Master Plan has been developed by a team of staff and consultants, who worked on the project throughout 2004. The draft TMP represents a team effort of staff from the Planning and Public Works Departments. The next four pages summarize the most important elements of the draft TMP.

Priorities of the Council and Mayor

The TMP implements priorities set by Council action.

Through the adoption of the new Transportation Element of the Comprehensive Plan last fall, Council set formal priorities for the City's transportation program:

- Address Public Health and Safety.
- Ensure Adequate Maintenance.
- Ensure Plan-Based Concurrency.

The Council and Mayor have also highlighted the following priority concerns and policy directions:

SUPPORT CENTERS. Echoing regional policies, the transportation program should support the intensification of Overlake and Downtown as mixed use centers.

REGIONAL ACTION. Redmond should play a continuing and influential role in shaping regional policy and influencing regional decisions (Sound Transit, King County, Washington DOT, Eastside Transportation Partnership, among others).

MULTIMODAL PLAN. Redmond's transportation system should be modally balanced, with effective public transit service and a better walking environment.

TRANSPORTATION MASTER PLAN PRIORITIES		
1. Address Public Health and Safety	2. Ensure Adequate Maintenance	3. Ensure Plan-Based Concurrency
<ul style="list-style-type: none"> • Safety program • Neighborhood traffic calming • Sidewalk program 	<ul style="list-style-type: none"> • Ongoing routine maintenance program • Pavement Management Program 	<ul style="list-style-type: none"> • Support centers (Downtown and Overlake) • Build multimodal corridors • Make connections within Redmond • Prepare for HCT

Figure ES.1 Transportation Master Plan Priorities

HIGH CAPACITY TRANSIT. Redmond's centers should be directly connected to other regional centers by High Capacity Transit (HCT). This TMP should set the stage for the arrival (and success) of HCT within the 18-year period or shortly after 2022 at the latest.

HONORING AGREEMENTS. The City should abide by its agreements with other entities, especially the BROTS (Bellevue-Redmond Overlake Transportation Study) agreement.

Community Advice and Comment

The draft TMP also draws from extensive community advice and comment offered by citizens attending a number of well-attended community workshops, meetings and events held as part of developing the Draft. Highlights from the public involvement include:

Implement Downtown Transportation Plan. People generally approved of the Downtown Transportation Master Plan and want the City to implement it.

Provide Connections Within Redmond. It is too difficult to circulate within town. This diminishes community cohesiveness and has a negative influence on quality of life.

Provide "Real Choices" for Mobility. The public experience has been that transit, walking and bicycling are desirable ways to travel, but do not represent real choices because of the time and convenience disadvantages of those modes in Redmond today.

Protect and Enhance Community Character. People believe Redmond should not lose its inherent community character. When asked to define what is appealing about Redmond's community character, citizens agreed on two characteristics:

- **Small-Town Feel.** Residents like the fact that Redmond is part of a great metropolitan region with extensive urban amenities, but at the same time feels like a small town.
- **Green City.** The public likes the way Redmond has not become a "hardscape" environment like other parts of the region. The local landscape, with its hills and river valleys, is dominated by vistas of trees and sky with occasional glimpses of Rainier and the North Cascades. People would like to see this "green" character protected.

This advice played a major role in shaping the TMP, especially Chapter 5 - Mode Plans.

Figure ES.1 shows how direction from the Council and Mayor were combined with public comment to form a single priority structure. (This figure is from Chapter 6.)

Long Range Needs and 2022 Realities

The TMP reflects both Redmond's long range needs and 2022 financial realities.

Because it is a Master Plan, the TMP serves as a plan for the ultimate build out of Redmond's transportation network, addressing the needs of each modal element. This build-out plan matches currently adopted build-out land use estimates and forecasts of regional growth.

In compliance with state Growth Management Act requirements, the TMP also provides a financially-feasible plan for the year 2022 – the horizon year for the Comprehensive Plan Update.

The funded component of the TMP is based on forecasts of transportation revenues and project costs (Chapter 6 – Transportation Facilities Plan) and is also balanced to level of service objectives (Chapter 4 – Transportation Objectives and Concurrency Management).

Concurrency Management System

The draft TMP repairs the transportation concurrency management system.

Concurrency management for transportation is a requirement of the state Growth Management Act. Redmond implemented an initial response to this requirement in its 1995 Comprehensive Plan. Over the years, a number of issues with this initial system have become evident, including:

- Project priorities have been influenced as much by development as by City plans;
- The service standards have been auto-oriented rather than multimodal;
- Street planning has been based entirely on traffic forecasts, ignoring community form; and,
- The district approach to LOS measurement has masked important travel demand trends.

The TMP implements a revised concurrency standard: implementation of the City's transportation plan concurrent with planned development. In the TMP, all modes are represented by LOS measures. The 2022 Transportation Facilities Plan balances planned land uses with revenues and with transportation service objectives.

Multimodal Service Objectives

- Traffic Volume/Capacity Ratios at 11 Screenlines
- Regional Transit Travel Time to Regional Centers
- Local Internal Transit Connectivity
- Bicycle System Corridor Implementation
- Pedestrian Environment Adequacy

Figure ES.2 Multimodal Service Objectives

Integrated Multimodal Plan

The draft TMP is an integrated multimodal plan. It provides detailed build out and 2022 plans for each mode: pedestrian, transit, motor vehicle and bicycle.

Because the primary infrastructure for all of these modes is the Redmond street network, these modal plans come together effectively in the Thoroughfare Plan (Section D of Chapter 5). The overall intent is to make travel by the various modes a practical personal choice – both for local circulation and access and for regional travel.

One of the primary features of Chapter 5 is Section E (Modal Integration), which contains a multimodal corridors map. The Transportation Facilities Plan (in Chapter 6) places significant emphasis on projects in these corridors. Ultimately, Redmond's investments in streets will benefit all of the modes.

Regional Transportation

The TMP is designed to strengthen regional partnerships. Redmond plays a two-part transportation role in the Puget Sound Region.

First, Redmond's transportation system is part of the regional travel network. Redmond's streets carry some regional pass-through traffic in addition to local circulation and access traffic. The transit routes that serve Redmond also traverse other cities.

The TMP addresses the role the City's transportation infrastructure will play in serving the regional travel demand markets.

Second, Redmond, as an important city in the region, is involved in policy-making through a variety of settings – standing committees (e.g., Eastside Transportation Partnership) and task forces (e.g., 405 Task Force), as well as representation on major regional bodies (King County Metro, Puget Sound Regional Council, etc.).

The TMP establishes policies and preferences for the City to follow and advocate in these regional settings. These are described in Chapter 8 (Regional Transportation).

Action Orientation

The TMP has an action orientation.

Chapter 9 of this document contains a Three-Year Priority Action Plan with annual checklists in each of the following categories:

Ordinances and Council Actions. These include various ordinances and other formal actions to be considered and adopted by City Council.

Studies and Plans. These include studies and plans needed resolve technical issues, develop area network plans, and put other systems in place as part of TMP Implementation.

Project Development. Project development activities include environmental analysis, preliminary engineering, final design, and right-of-way layout to be undertaken by the City and by others in preparation for construction projects in subsequent years.

Major Construction Projects. This includes major construction projects from the City's Capital Investment Program that are to be initiated by the City during the three-year period.

Projects by Others. These are significant project development projects that will affect the City and its workload but that will be funded and managed by other units of government or by developers.

The idea behind Chapter 9 is that the first three years following TMP adoption will determine how successful the City is in implementing the new direction and priorities contained in the TMP.

Performance Monitoring and Accountability

The TMP provides for performance monitoring and accountability.

Chapter 7 (Performance Monitoring System) describes a Mobility Report Card that the City will produce annually and a Five Year Transportation Status Report that the City will publish in preparation for the next update of the Transportation Master Plan in 2010.

The annual Mobility Report Card will include:

Tracking Measures. These report data on general transportation trends in Redmond. The Mobility Report Card will provide context in which to interpret the results and outcomes on objectives.

Service Objectives. These describe 2022 service objectives for each mode. The Mobility Report Card will report the current condition for each service objective.

Other Objectives. These describe other mobility objectives and the current condition for each.

Concurrency Determination. As required in the Transportation Element the City will make determinations of transportation concurrency at least once a year (but more often than that if development is proceeding at an accelerated rate).

The Five Year Transportation Status Report (published in 2010 for the years 2005 through 2009) will summarize the data from the annual Mobility Report Cards and evaluate Redmond's progress toward its objectives during the five years leading up to the next TMP Update.